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RATES SAFEGUARD
MERCHANT MARINE

Benson Explains How to Pre-

vent Diversion of Business

by Foreign Shipping.

WASHINGTON, July 19.—Two methods

have been established by law for pre-

venting the diversion of business from

American ports by foreign shipping in-

terests in an effort to defeat the pro-

visions of the merchant marine act.

Chairman Benson of the United States

Shipping Board, declared today in an

address to the National Association of

Manufacturers.

These methods, the chairman said, are

in the merchant marine bill. The first

provides that preferential rates be

granted by railroads to ships and ex-

ports moving in American bottoms. The

other gives the Interstate Commerce

Commission authority to give directions

for embargoes or for the movement of

traffic under permit over American rail

lines.

If foreign carriers were to transfer

their vessels from American Pacific

ports to Vancouver, for instance, said

Chairman Benson, "and the rate dif-

ferential section were enforced with re-

gard to Far East ports, neither through

rates nor export preferential rail rates

could then be applied for merchandise

moving through Vancouver unless it

were handled from that port in Amer-

ican vessels.

Such merchandise moving in foreign

ships would be required to pay the full

local rail charges between the point of

origin or destination in the United

States and the point where the lines of

the rail carrier cross the border be-

tween Canada and the United States.

This differential in itself plus the Can-

adian rail rate would be a greater

handicap against foreign steamships

than would be the domestic rate to a

Pacific coast American port.

Discussing the other method of meet-

ing foreign threats, the chairman de-

clared that any further diversion of

business from the Western coast of

America would make it necessary for

them to seek additional freight rate in-

creases.

"Such increases would react very un-

favorably upon living costs of the gen-

eral public and would greatly restrict

Western markets for Eastern manu-

facturers," the chairman stated. "If there

were no other reasons, the adverse ef-

fect upon the American railroads and

the American public would constitute an

emergency requiring drastic action by

the commission under its authority.

When confronted with the additional

fact that such attempts by foreign car-

riers to destroy the trend of rail traffic

within the United States was for the

admitted purpose of endeavoring to

nullify a law of the United States passed

for the protection of its citizens, there

can be no doubt that the commission

would exercise its authority to embargo

or direct the movement of traffic in such

manner as would prevent diversion of

that business either to foreign ports of

Canada or to Atlantic or Gulf ports of

the United States.

Monopoly of shipping held by a few

large Atlantic sea-ports is to be broken

up by the Shipping Board and the ship-

ping business distributed among the

various ports of the country, Chairman

Benson declared tonight in an address

at the opening session of the School of

Pan-American and Foreign Commerce.

In planning steamship service under

the new transportation act, the board

proposed to break up the monopoly heret-

ofore held by a few Atlantic sea-ports,"

said Chairman Benson. "Services will

be maintained at American ports with a

view to relieving congestion of railroads

and bringing goods to the seaport near-

est the point of consumption."

Crucible Steel, Baldwin Locomotive

and Mexican Petroleum led their respec-

tive groups in substantial rallies during

the final hour of yesterday's trading in

the Consolidated Exchange. There were

fair rallies in the specialties, marines

and rails. A reduction to 8 per cent.

in the rate for call funds was a factor

at the end, favorable to material im-

provement from the early recessionary

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